District "5"

CTST ADVISOR

September 2005

USDOT Announces Record Low Highway Fatality Rate for 2004

The fatality rate on the nation's highways in 2004 was the lowest since record-keeping began 30 years ago, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today. The number of alcohol-related fatalities also dropped for the second straight year.

All told, 42,636 people died on the nation's highways in 2004, down from 42,884 in 2003. The fatality rate per 100 million vehicle miles traveled (VMT) was 1.46 in 2004, down from 1.48 in 2003. The fatality rate has been steadily improving since 1966 when 50,894 people died and the rate was 5.5.

"Drivers are safer today on our nation's highways than they have ever been, in part because of the safer cars, higher safety belt use and stronger safety laws that this Department has helped champion", said Secretary of Transportation Norman Y. Mineta. "But as long as the number of highway deaths remains as high as it is, we will keep advocating for the kind of vehicles, roads and driving habits that make people safer in their cars and trucks".

Since 2001, the number of states with primary safety belt laws has increased to 22, along with the District of Columbia and Puerto Rico, leading to an 80 percent safety belt use level, the highest ever. In addition, all states, plus the District of Columbia and Puerto Rico, now have 0.08 blood alcohol laws for drivers. (Minnesota's 0.08 law takes effect Aug. 1).

In 2004, VMT increased to 2.92 trillion, up from 2.89 trillion in 2003, according to the DOT's Federal Highway Administration.

"The progress we've made reflects the Bush Administration's strong commitment to improved safety. And credit must also go to those states where safety also is a high priority," said NHTSA Administrator Jeffrey Runge, MD. He announced the new fatality numbers in Buffalo, where he's a keynote speaker at the 2005 Traffic Records Forum.

NHTSA's Fatality Analysis Reporting System (FARS) also shows that, between 2003 and 2004:

- Motorcycle fatalities increased from 3,714 to 4,008, an 8 percent rise.

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- Alcohol-related fatalities dropped from 17,105 to 16,694, a 2.4 percent decline.
- Rollover deaths among passenger vehicle occupants increased 1.1 percent from 10,442 to 10,553.
- Total fatalities in sport utility vehicles (SUVs) increased 5.6 percent, from 4,483 to 4735, while fatalities in passenger cars, pickup trucks and vans decreased a total of 834.
- Twenty-seven states, the District of Columbia, and Puerto Rico had decreases in the total number of fatalities. The highest percentage decreases were in the District of Columbia (-36 percent), Rhode Island (-20 percent) and Minnesota, Montana, and Nebraska (−13 percent). The highest percentage increases were in Vermont (+42 percent), New Hampshire (+35 percent), New Mexico (+19 percent), and Alabama and Oklahoma (+15 percent).
- Passenger vehicle occupant fatalities dropped to 31,693 – the lowest since 1992. Declining fatalities in passenger cars are consistent with more crashworthy vehicles in the fleet and increases in safety belt use.
- Pedestrian deaths declined 2.8 percent from 4,774 in 2003 to 4,641.
- Fatalities from large truck crashes increased slightly from 5,036 to 5,190.
- In 2004, 55 percent (down from 56 percent in 2003) of those killed in passenger vehicles were not wearing safety belts. This underscores the value of the need for states to adopt primary safety belt laws.

NHTSA earlier estimated that highway crashes cost society $230.6 billion a year, about $820 per person.

NHTSA annually collects crash statistics from the 50 states, the District of Columbia, and Puerto Rico to produce annual reports on traffic fatality trends. This early report on results from the 2004 Annual Assessment is available on the NHTSA web site at:
http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/RNotes/2005/809897.pdf

Persons Killed in Motor Vehicle Crashes, by State, 2003-2004

	2003	2004	Change	% Change
Alabama	1,004	1,154	150	14.9%
Alaska	98	101	3	3.1%
Arizona	1,118	1,150	32	2.9%
Arkansas	640	704	64	10.0%
California	4,224	4,120	-104	-2.5%
Colorado	642	665	23	3.6%
Connecticut	298	291	-7	-2.3%
Delaware	142	134	-8	-5.6%
District of Columbia	67	43	-24	-35.8%
Florida	3,169	3,244	75	2.4%
Georgia	1,603	1,634	31	1.9%
Hawaii	133	142	9	6.8%
Idaho	293	260	-33	-11.3%
Illinois	1,454	1,356	-98	-6.7%
Indiana	833	947	114	13.7%

Iowa	443	390	-53	-12.0%
Kansas	469	461	-8	-1.7%
Kentucky	928	964	36	3.9%
Louisiana	940	904	-36	-3.8%
Maine	207	194	-13	-6.3%
Maryland	650	643	-7	-1.1%
Massachusetts	462	476	14	3.0%
Michigan	1,283	1,159	-124	-9.7%
Minnesota	655	567	-88	-13.4%
Mississippi	872	900	28	3.2%
Missouri	1,232	1,130	-102	-8.3%
Montana	262	229	-33	-12.6%
Nebraska	293	254	-39	-13.3%
Nevada	368	395	27	7.3%
New Hampshire	127	171	44	34.6%
New Jersey	733	731	-2	-0.3%
New Mexico	439	521	82	18.7%
New York	1,493	1,493	0	0.0%
North Carolina	1,553	1,557	4	0.3%
North Dakota	105	100	-5	-4.8%
Ohio	1,274	1,286	12	0.9%
Oklahoma	671	774	103	15.4%
Oregon	512	456	-56	-10.9%
Pennsylvania	1,577	1,490	-87	-5.5%
Rhode Island	104	83	-21	-20.2%
South Carolina	969	1,046	77	7.9%
South Dakota	203	197	-6	-3.0%
Tennessee	1,193	1,288	95	8.0%
Texas	3,821	3,583	-238	-6.2%
Utah	309	296	-13	-4.2%
Vermont	69	98	29	42.0%
Virginia	943	925	-18	-1.9%
Washington	600	563	-37	-6.2%
West Virginia	394	411	17	4.3%
Wisconsin	848	792	-56	-6.6%
Wyoming	165	164	-1	-0.6%
US (excluding Puerto Rico)	42,884	42,636	-248	-0.6%
Puerto Rico	495	494	-1	-0.2%

FATALITY FACTS 2003:

OCCUPANTS OF CARS, PICKUPS, SUVS, AND VANS

By far the largest number of motor vehicle crash deaths are occupants of passenger vehicles including cars, passenger vans often referred to as minivans, pickups, SUVs, and

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cargo/large passenger vans. The likelihood of crash death varies markedly among these vehicle types according to size. Small/light vehicles have less structure and size to absorb crash energy, so more injurious forces can reach their occupants in crashes. People in lighter vehicles are at a disadvantage in collisions with heavier vehicles.[1] Pickups and SUVs are proportionally more likely than cars to be in fatal single-vehicle crashes, especially rollovers. However, pickups and SUVs generally are heavier than cars, so occupant deaths are less likely to occur in multiple-vehicle crashes.

The following facts are based on analysis of data from the U.S. Department of Transportation's Fatality Analysis Reporting System (FARS) and The Polk Company's National Vehicle Population Profile.

OVERVIEW

31,803 passenger vehicle occupants died in 2003, only 4 percent more than in 1975. However, the distribution of vehicle types in these crashes has changed. Car occupant deaths have declined 19 percent since 1975, while pickup occupant deaths have risen 61 percent and SUV occupant deaths are nearly 10 times as high.

21,949 passenger vehicle drivers died in 2003, down 3 percent from 2002 but 13 percent more than in 1975. Sixty-five percent of passenger vehicle driver deaths in 2003 were car drivers. However, the proportion of deaths involving pickup and SUV drivers is growing as the popularity of these vehicles increases.

Passenger vehicle occupant deaths represented 75 percent of the 42,643 motor vehicle crash deaths in 2003.

Frontal impacts accounted for 49 percent of passenger vehicle occupant deaths in 2003. Side impacts accounted for another 31 percent of passenger vehicle occupant deaths.

Forty-two percent of car occupant deaths in 2003 occurred in single-vehicle crashes and 58 percent occurred in multiple-vehicle crashes. In contrast, single-vehicle crashes accounted for 63 percent of deaths in SUVs and 59 percent of deaths in pickups.

One-third of passenger vehicle occupants dying in 2003 were under age 25.

Sixty-nine percent of passenger vehicle occupants dying in 2003 were drivers; 70 percent of these drivers were males.

FATALITY FACTS 2003: MOTORCYCLES

Motorcycles are less stable and less visible than cars, and they have high performance capabilities. For these and other reasons, motorcycles are more likely than cars to be in crashes. And when motorcycles crash, their riders lack the protection of an enclosed vehicle, so they're more likely to be injured or killed. Per mile traveled, the number of deaths on motorcycles is about 27 times the number in cars.

The number of fatally injured motorcyclists increased by 75 percent from an all-time low in 1997. In particular, the increase is due to a dramatic jump in the number of deaths among motorcycle riders 40 and older.

Research published in 1995 shows that 5 crash types account for 86 percent of fatal motorcycle crashes: motorcycle runs off road (41 percent), motorcycle or other vehicle runs traffic control (18 percent), head on (11 percent), car turns in front of cycle (8 percent), and motorcycle goes down in roadway (7 percent).

Because serious head injury is common among fatally injured motorcyclists, helmet use is important. In states that require all riders to wear helmets, use approaches 100 percent compared with about 50 percent in other states. Yet only 20 states and the District of Columbia mandate helmet use by all riders. Death rates from head injuries have been shown to be twice as high among motorcyclists in states with no helmet laws or laws that apply only to young riders, compared with states where laws apply to all riders. In the last few years several states have repealed or weakened their helmet laws. In 1997, helmet laws in Texas and Arkansas were weakened to apply only to younger riders. Kentucky weakened its law in 1998, Florida weakened its law in 2000, and Pennsylvania weakened its law in 2003. Louisiana weakened its law in 1999 but reverted to universal coverage in 2004. Repealing or weakening helmet laws so they don't apply to all riders has been followed by increases in deaths. In contrast, benefits return when helmet laws applying to all riders are reinstated.

Helmets are about 37 percent effective in preventing motorcycle deaths and about 67 percent effective in preventing brain injuries. An unhelmeted rider is 40 percent more likely to suffer a fatal head injury, compared with a helmeted rider.

The following facts are based on analysis of data from the U.S. Department of Transportation's Fatality Analysis Reporting System (FARS).

OVERVIEW

3,590 motorcyclists died in crashes in 2003. Motorcycle deaths had been declining since the early 1980s but began to increase in 1998 and have continued to increase. Since 1997, motorcycle deaths are up 75 percent.

Twenty-five percent of fatally injured motorcycle drivers in 2003 didn't have valid licenses to operate their motorcycles.

Ninety percent of motorcyclists killed in 2003 were males.

Seventy percent of the females who died in a motorcycle crash in 2003 were passengers. Ninety-nine percent of males who died were drivers.

In the early 1980s the proportion of fatally injured motorcyclists 40 and older started to increase substantially, from 9 percent in 1982 to 15 percent in 1991 and 45 percent in 2003. However, the absolute number of cyclist deaths has been climbing in all age groups since 1998.

Forty-three percent of motorcycle deaths in 2003 occurred in single-vehicle crashes, and 57 percent occurred in multiple-vehicle crashes.

Forty-three percent of motorcycle drivers dying in single-vehicle motorcycle crashes in 2003 had a blood alcohol concentration (BAC) at or above 0.08 percent.

Seventy-two percent of 2003 motorcycle deaths occurred during April-September. They peaked in August and were lowest in January.

Sixty percent of 2003 motorcycle deaths occurred on Friday-Sunday.

In 2003, 42 percent of motorcycle deaths occurred between 3 pm and 9 pm. Another 29 percent occurred at night (9 pm-6 am).

Among motorcycle drivers killed at night in 2003, 56 percent had BACs at or above 0.08 percent.

Over half of 2003 motorcycle deaths occurred on major roads other than interstates and freeways.

Important News Concerning the Availability of Federal Grants

www.grants.gov

A new, single-source website featuring 900 grant programs from 26 Federal agencies is now available. These agencies award over $350 billion in grants each year to state, local, and tribal governments, academia and research institutions, and non-profit organizations.

Generalities of the website include:

A single source for finding grant opportunities.
A standardized manner of locating and learning more about funding opportunities.
A single, secure and reliable source for applying for Federal grants online.
A simplified grant application process with reduction of paperwork.

A unified interface for all agencies to announce their grant opportunities, and for all grant applicants to find and apply for those opportunities.

DISTRICT FIVE CTST MEETING DATES AND LOCATION

BREVARD COUNTY CTST
Mr. James T. Ansell, Chairperson
Meets: 3rd Wednesday of month @ 9:30 AM
Viera Government Complex - Bldg. C - 2nd floor
Viera, FL

LAKE COUNTY CTST
Mr. Noble Olasimbo, Chairperson
Meets: 3rd Thursday of month @ 9:00 AM
FDOT Operations Facility Conference Room
1405 Thomas Road
Leesburg, FL 34748-3225

MARION COUNTY CTST
Lt Dennis Yonce, Chairperson
Meets: 2nd Thursday of month @ 9:00 AM
Ocala Police Dept.
402 South Pine Ave.
Ocala, FL

ORANGE COUNTY CTST
Sheryl Bradley, Chairperson
Meets: 3rd Tuesday of month @ 9:00 AM
Orange County Public Works - Conf. Room
4200 South John Young Parkway
Orlando, FL

OSCEOLA COUNTY CTST
Sgt. Jimmy Haddock, Chairperson
Meets: 2nd Wed. of month @ 9:00 AM
Osceola Sheriff's Office
2601 East SR-192
Kissimmee, FL 34744

SEMINOLE COUNTY CTST
Robin Butler, Chairperson
Meets: 4th Tuesday of month @ 8:30 AM
Lake Mary Police Department
165 East Crystal Lake Avenue
Lake Mary, FL

EAST VOLUSIA COUNTY CTST
Bob Boggs P.E., Chairperson
Meets: 4th Thursday of month @ 9:00 AM
Daytona Bch. Public Works - Conf. Room
950 Bellevue Avenue
Daytona Beach, FL

WEST VOLUSIA COUNTY CTST
John Izzo P.E., Chairperson
Meets: 2nd Tuesday of month @ 8:30 AM
Deland Police Department conference room
219 West Howry Avenue
Deland, FL   32720

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"AAAwesome News" - AAA Auto Club South and City Beverages are expanding the "Tow to Go" program to include the following events and holidays in 2005:

> **Cinco de Mayo**
> **Memorial Day Weekend**
> **Independence Day Weekend**
> **Labor Day Weekend**
> **Halloween**
> **Thanksgiving through New Year's Day 2006**

"Tow to Go" is offered in Atlanta, Savannah, Nashville and throughout the state of Florida. There will be a major press event announcement of the expanded program during the SuperBowl week in Jacksonville.
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*** Statewide Seatbelt Campaign: is scheduled for November 18-30, 2005. More details to follow.
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The fall CTST Coalition Meeting will be October 10, 2005, at the Seminole County Sheriff's Office, located at 100 Bush Blvd., Sanford, Florida. The meeting will start at 10:00am.
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** HOMETOWN EVENTS**

"BREVARD COUNTY"

*Child Safety Seat Checkpoint:
> **Date:** *Every 3rd Saturday (9:30am – 12:30pm)*
> **Location:** *Harry T. Moore Building parking lot*

*Child Safety Seat Checkpoint:
> **Date:** *Every Tuesday Beginning 10:00 am*
> **Location:** *Titusville Fire Dept. Headquarters Fire Station*

For additional information contact Reggie Belle at (321) 383-5708

"LAKE COUNTY"

*Child Safety Seat Checkpoint:
> **Date:** *The last Thursday of each month. (4pm – 7pm)*
> **Location:** *Fire Station #1, 201 S. Canal Street, Leesburg*

*Walk Our Kids to School Event:
> **Date:** October 5, 2005
> **Location:** Eustis Elementary School, Eustis, Fl

"MARION COUNTY"

*Walk Our Kids to School Event:
> **Date:** October 5, 2005
> **Location:** Maplewood Elementary, Ocala

*Marion County MADD Chapter Meeting:
> **Date:** The 2nd Tuesday of each month at 6:30 pm
> **Location:** City of Ocala Police Department, Conference room

*Child Passenger Restraint Program:
> **Dates:** *2nd Saturday of each month (8am – Noon)*
> **Location:** *West Central Florida Driver Improvement*

For additional information contact Barbara Reincke (352) 622-6991

"ORANGE COUNTY"

*__Child Safety Seat Hotlines__: For free Car Seat Inspection and/or questions contact:
- ✓ *Orange County Sheriff's Office: (407) 254-7377 or 7376*
- ✓ *Winter Garden Police Department: (407) 656-3636, ext. 2260*
- ✓ *Winter Park Police Department: (407) 599-3281*
- ✓ *Kim Miller, Florida Highway Patrol: (407) 737-2300 ext. 1008*
- ✓ *Orlando Police Department – East Substation: (407) 246-4141*

__Orange County Team Red, White & Blue__
__Child Safety Seat Checkpoints__

The following check up events will be held at the Colonial Plaza Market Center (parking lot) on the corner of Bumby and Livingston, **Weather Permitting.**

* The 3rd Wednesday of each month – Jan. – May & Sep. –Oct.
     from: 10am to 11:30am. (June – Aug. events will be from 9am –11am)
* The 2nd Wednesday for each month for Nov. & Dec. – 10am – 11:30am
__BY APPOINTMENT ONLY__: call – (407) 254-7377 or 7376

*__Orange County Fire Rescue__ – **Child Car Seat Checkpoints:**
Get your car seat inspected by a certified Child Passenger Safety Technician each at the following Orange County Fire Stations:

> *__Station #83__ – **Waterford Lake area, 11950 Lake Underhill Road**
> **September 20$^{th\ \&}$ November 15th.**

> *__Station #51__ – **Florida Mall area, 1700 West Oakridge Road**
> **October 18th**

> *__Station #54__ – **Sea World area, 6500 Central Florida Parkway**
> **December 20th**

BY APPOINTMENT ONLY ----- **Please call Orange County Fire Rescue Department's Life Safety Education Bureau at (407) 836-9886 to schedule an appointment or for additional information.**

*__Walk Our Kids to School Event__:
> **Date: October 5, 2005**
> **Locations: Orange County will have approximately 50 elementary schools participating in the event this year.**

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"OSCEOLA COUNTY"

* Community Law Enforcement Blitz:
Date: *Every 3rd Wednesday*
Blitz includes Osceola County SO, Kissimmee PD, and St Cloud PD

*Kissimmee P.D. DUI Saturation Patrol:
Date: *September 1st, 2nd & 3rd, 2005*

"SEMINOLE COUNTY"

*Child Safety Seat Checkpoints:
- ✓ *1st Thursday of each month (8:30 – 10:30 by appointment)*
  Lake Mary Fire/Rescue #37, 235 Rinehart Road (407) 333-8222

- ✓ *2nd Monday of each month (9:30 – 11:30 appointment preferred)*
  Seminole Fire Station #27 - Red Bug Lake Road (407) 665-5250

- ✓ *3rd Monday of each month (5:00 pm - 7:00 pm appointment preferred)*
  Sanford Fire Station #31, 1303 French Ave (407) 302-2520
- ✓ *4th Monday of each month (5:00 pm - 7:00 pm appointment preferred)*
  Altamonte Fire Dept. #11, 175 Newburyport, Ave. (407) 571-8384

"VOLUSIA COUNTY"

*Walk Our Kids to School Events:
Date: October 5, 2005 – 7:30am
Locations: Woodward Elementary School, Deland
South Daytona Elementary School, South Daytona

BUCKLE UP FLORIDA

THERE'S JUST TOO MUCH TO LOSE

2005 Calendar of Events

SEPTEMBER
   Hands Across the Border Campaign
   Stop on Red Month

OCTOBER
   National Walk Our Children to School Week (Oct. 3rd -7th)
   National Walk Our Children to School Day (Oct. 5th)
   Drive Safely Work Week (3rd – 7th)
   Put the Brakes on Fatalities Day 10th
   Biketoberfest (21st – 24th)
   Trick or Treat Safety Tips
   National School Bus Safety Week (16th – 22nd)

NOVEMBER
   Operation ABC Mobilization (24th –30th)
   Operation CARE Mobilization (26th-30th)
   Daytona National Speedway - Turkey Run (25th-28th)
   Statewide Seatbelt Wave (18th -30th)

DECEMBER
   Lights on for Life Month
   National Drunk & Drugged Driving Prevention (3D) Month
   Operation CARE Mobilization (19th-22nd)

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This CTST Advisory is produced for you by Barry Wall, CTSP Coordinator, FDOT District 5 Safety Office. If you are having an event (Safety Fair, Mock DUI Crash, Enforcement Wave, Child Safety Seat Checkpoint, or Sobriety Checkpoint etc.) please fax or e-mail your information to (386) 740-4314 or "barry.wall@dot.state.fl.us".
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